



Date: June 13, 2018

File Code: 1950

Subject: Correction Notice for the Bird Track Springs Fish (BTS) Enhancement Project

To: BTS Fish Enhancement Project EA

Correction Notice

The BTS Fish Enhancement Project Environmental Assessment (EA) Decision Notice was signed June 13, 2018. The overall purpose of this project is to re-establish natural river-floodplain connections and processes.

Temporary Access Roads:

Final project design also indicates the following changes needed for protection of cultural resources and public safety along Highway 244 during project implementation. Refer to attached maps for specific locations.

Access and Staging Plan 1 Map – proposes to move proposed temporary access road #4 north to protect the historic railroad grade. The length is approximately the same and is located in an open area which would eliminate the need to remove any live trees in this area.

Access and Staging Plan 2 Map – proposes to create a temporary road (identified in a blue buffer on this map) approximately 2,400 feet in length paralleling Highway 244 to access the proposed staging/stockpile areas along the highway which will reduce the amount of truck traffic on the highway and minimize potential public safety conflicts in this area. Approximately 1,400 feet of this access is proposed for storage of excess fill. The remaining 1,000 would be new temporary road access, live tree removal would be minimized and these access routes would be obliterated and replanted following project completion. The remaining 1,400 feet would be either obliterated and restored or would be used to store excess project generated fill as proposed under Alternative 2. A portion of this new route extends into the Jordan Creek Ranch portion of the project area and ties into temporary access road #14 in order to access the southern half of staging/storage area #45 which has been divided in half.

The District Invasive Species Coordinator and District Botanist will be coordinated with as required in the EA for treatment of invasive species populations and planting of native species within this area.

Staging Area Addition:

Final project design indicates that in addition to the two primary staging areas identified for wood materials removed from Jordan Creek Ranch, there is a potential need for an overflow area within the project area. A 3.5 acre area on the Jordan Creek Ranch (refer to attached Access and Staging Plan map 3) has been identified to meet this need. The area is currently open, would require no construction and is located along the access road which will be used to access the tree removal stands.



A separate letter and FONSI has been issued by the Bonneville Power Administration (BPA) to document environmental compliance for all activities within the project area (including those on Jordan Creek Ranch and State owned lands). Compliance for this additional staging area on adjacent private lands are addressed under a BPA Correction Notice.

District resource specialists have reviewed these changes and found that the effects from implementing it are well within those described in the BTS Fish Habitat Enhancement Project Environmental Assessment. There will be no effects on any Proposed, Endangered, Threatened or Sensitive fish, plant or wildlife species.

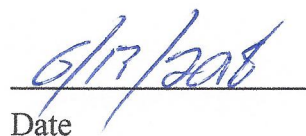
As described in the EA, cultural resources will be protect within the project area with the exception of small portions of the Mt. Emily Railroad Grade. The project activities on the National Register of Historic Places (NRHP) eligible Mount Emily Railroad Grade would not significantly alter the significant characteristics of the railroad grade that qualify the property for inclusion in the NRHP. The integrity of the railroad grade will be maintained as there will be no changes in alignment or interruption of sufficient length to interrupt its continuity on the landscape. No structures or features would be impacted. The Mount Emily Railroad Grade is eligible under Criterion A as significant to the local and regional timber industry. As such, minor alterations and impacts are less critical than if it were eligible under Criterion C.

The changes described in this correction notice have no effect on the original decision nor are there any significant changes to the effects identified in the decision notice.

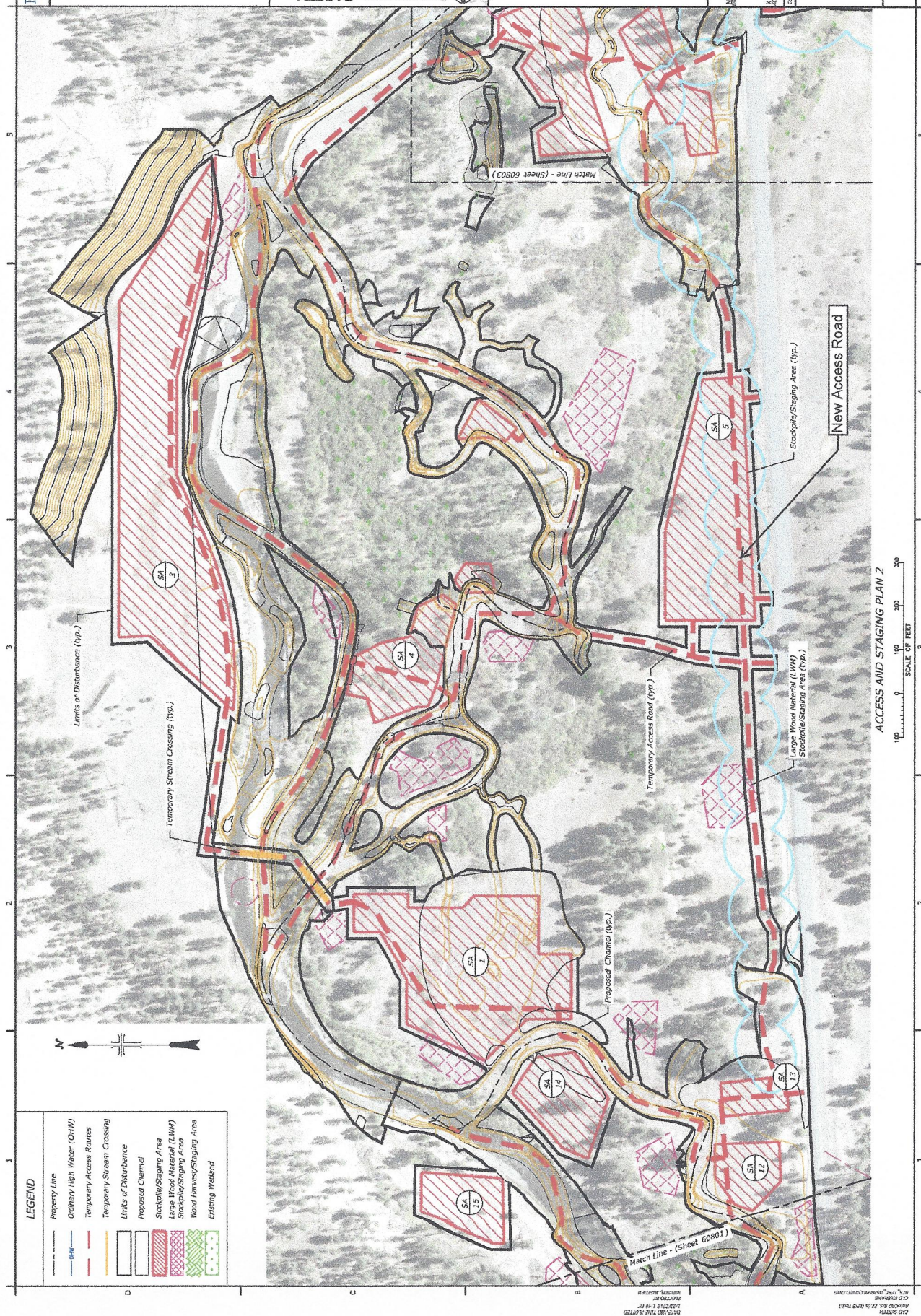
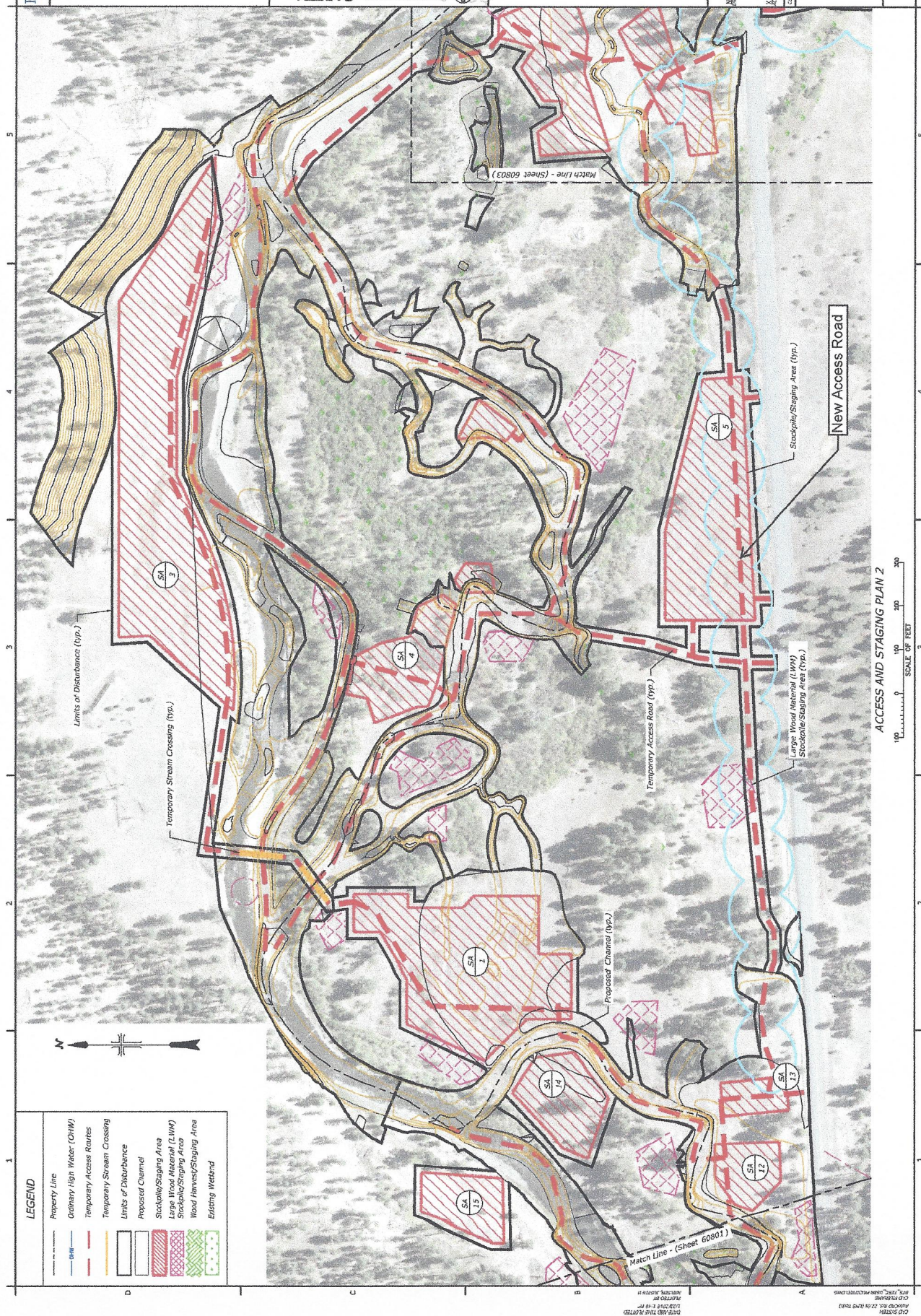
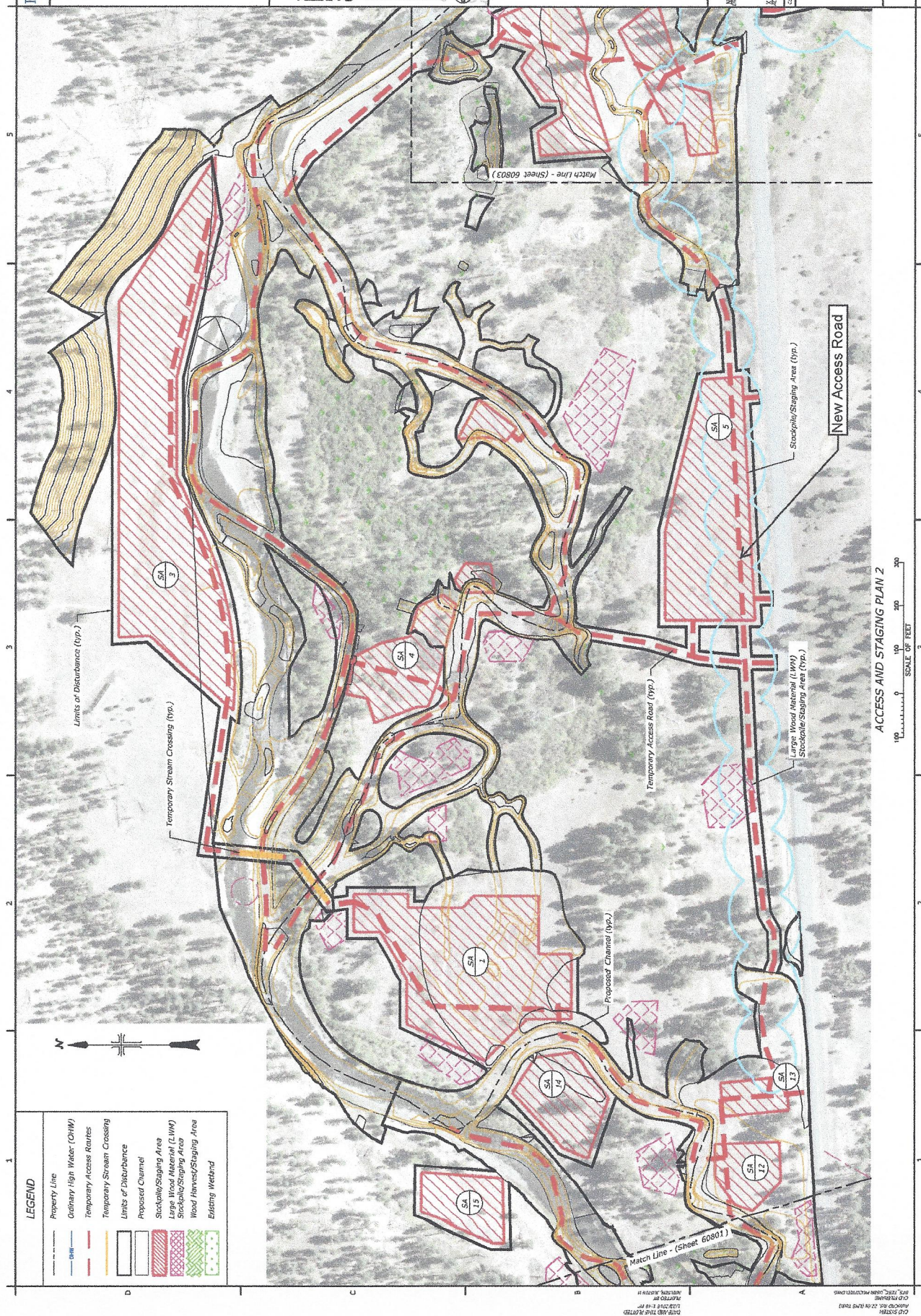
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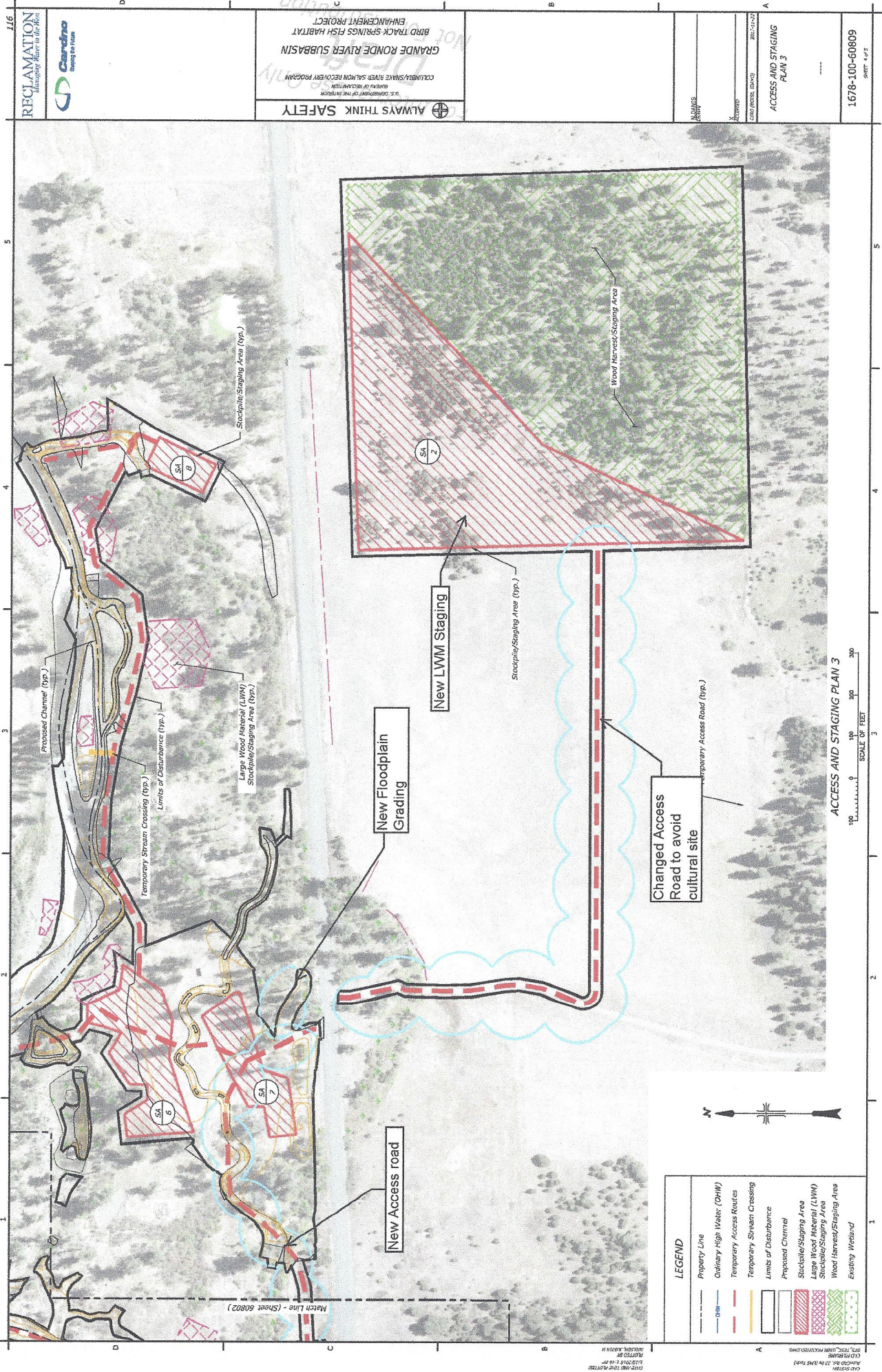


Bill Gamble
District Ranger
La Grande Ranger District


Date

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1678-100-60809
SHEET 4 OF 5

ACCESS AND STAGING
PLAN 3

2021-11-02
CADD FILES: 20-09

NAME
DATE

ALWAYS THINK SAFETY

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
COLUMBIA/SNAKE RIVER SALMON RECOVERY PROGRAM
BIRD TRACK SPRINGS FISH HABITAT
ENHANCEMENT PROJECT

Reclamation
Managing Water to Replenish

Cardno
Design the Future

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Signature	Date	Title
<i>Janet Brandy</i>	2-7-18	Fisheries Biologist
<i>Penny Lee Hall</i>	2-7-18	Botanist
<i>Pat [unclear]</i>	2/8/18	Soils
<i>[unclear]</i>	2/7/18	Recreation/Visuals
<i>Lan [unclear]</i>	2/8/18	Wildlife Biologist
		Cultural Resources (BOR)
Scott Schaefer	2/7/18	Invasive Plants

Soils

The relocation of the temporary access road for Bird Track Springs is located on the soil map unit 001EW. This soil map unit name is: Gulliford-Collegecreek-Bullroar complex, 0 to 5 percent slopes. Gulliford (40% map unit) is a Sandy-skeletal, mixed, frigid Oxyaquic Udorthent; Collegecreek (35% map unit) is an Ashy over loamy, glassy over mixed, superactive, mesic Typic Vitrixerand; and Bullroar (25% map unit) is an Ashy over loamy-skeletal, amorphous over isotic, frigid Typic Udivitrant.

These soils have features that are moderately favorable for roads. One or more soil properties are less than desirable, and fair performance can be expected. These soils also have a high soil restoration potential. This is the ability to restore functional and structural integrity after a disturbance. These soils have a slight off road or trail erosion hazard based on factor K, which indicates that erosion is unlikely under ordinary climatic conditions.

Soil Mitigations

1. This soil map unit contains soils with Udic (moist) and Aquic (wet) soils which are poorly drained, and particularly vulnerable to severe rutting they require additional preventative or mitigation measures such as:
 - a. Any ground based equipment not permitted when soils reach field capacity (heightened moisture content)
 - b. If activities are creating ruts greater than 6 inches, work should be suspended or mitigated. Log haul should only be permitted on dry or frozen roads.
2. Schedule construction activities to avoid direct soil and water-disturbance during periods of the year when heavy precipitation and runoff are likely to occur.
3. All exposed soils will have required erosion control treatments completed the same year they are constructed even if they are not completed to final acceptance specifications. If the same area requires further disturbance to complete the road construction, it will be treated for erosion control and re-vegetated as needed to insure surface soil protection.
 - a. Removal of compaction by tillage should be feasible in this areas based on soil depths
 - b. The top layer (A Horizon) should be pulled back over the disturbed surface. (Pull berms back over disturbed surfaces before operations cease in the fall). This could occur on temporary roads, staging areas, landings, and skid trails.
 - c. The erosion hazard in this area is slight, therefore according to R6 Soil Quality Standards: the minimum percent effective ground cover following cessation of any soil-disturbing activity be at least 20-30% in the first year, and 30-40% in the second year.
 - i. Effective ground cover is defined as the basal area of perennial vegetation, plus litter and coarse fragments (greater than 2mm sizes), including tree crowns and shrubs that are in direct contact with the ground. Exceptions may occur where specific project meet erosion control objectives without meeting the ground cover objectives just stated.
 - d. Appropriate seeding of cultivars of native grasses and introduced forbs is recommended

Based on inherent soil properties of the area and implementation of the above provided soil mitigations, I do not see a soil resource concern for the new location of the temporary road which will be used for access.

Mary Young
Forest Soil Scientist
Wallowa-Whitman National Forest